Message

From: Russ Brichacek [rbrichac@kdheks.gov]
Sent: 2/20/2013 10:59:51 PM
To: Hanlon, Lisa [Hanlon.Lisa@epa.gov]; McCullough, Hugh [McCullough.Hugh@epa.gov]
CC: Ralph Kieffer [rkieffer@kdheks.gov]
Subject: Blizzard Energy, Inc. proposed tire pyrolysis project in Great Bend, KS
Attachments: Blizzard Project Description 2-8-2013.docx; Syngas_components_Tire Pyrolysis_CA study_1995.pdf

Hi, Lisa and Hugh:

This is what we have from the owners on this project for Great Bend, KS

It will be using shredded tires from a tire monofill in Ness County, KS, which is two counties to the west (shredded at the landfill, shipped to Great Bend).
The facility is projecting to process about 1 million tires per year, producing tire oil, carbon black/char, scrap steel, and syngas.
The syngas will be used for process heating, along with natural gas.
The initial equipment for the process is to be imported from the company's start-up process in the Ukraine in Russia
The company office is located in California, where it was not economically feasible; it also looked at Idaho and Colorado, and finally ended up with Kansas as the location for the facility.

Our concerns for emissions are PM from the carbon black/carbon char handling, and the emissions from the stacks for the system gas-fired burners, running on a mixture of syngas and natural gas. We have found some information on tire pyrolysis from a California based study in 1995, which shows potential components in the syngas stream, and will likely use some of this information in discussions with the owners, prior to receipt of a construction permit and the issuance of a construction permit. We have the copy of the construction permit for the facility in Missouri (2009 - that we Hugh sent us), and that will be helpful as we work with the owners on permitting, emission limitations, and performance testing. As discussed earlier, it does not appear to be subject to CISWI rules as the tire wastes are being used for raw materials and for fuel gas for the process.

The syngas may contain varying amounts of gases – I have attached a table on a tire syngas analysis from the 1995 California-based facility. However, it appears every process is somewhat different in the process.

If you have any additional comments or thoughts on tire pyrolysis operations, emissions, etc. please let us know. Thank